

# Local Railway Items from Area Papers - Waltham subdivision

**12/11/1903    *The Equity, Shawville*    *Waltham***

The Pontiac and G.V. railways which some time ago became the Ottawa, Northern & Western railway system, has finally become part and parcel of the Canadian Pacific railway system and will be under the direct control and management of the company henceforward constituting a portion of "division four". The change came into effect on Monday of last week. The change involves the abolition of secretary-treasurer, assistant engineer and auditor.

**19/11/1903    *The Equity, Shawville*    *Waltham***

The daily express train on the Pontiac branch of the C.P.R. is to be supplanted by a daily mixed train and thus the service is likely to resolve itself into the unsatisfactory state in which it was last winter. An occasional freight will run over the road when traffic becomes congested to the extent that it is deemed necessary. This sort of thing makes anyone who has any business to do with the railway long for the time when the line will be completed through the country, to any old place at all, in order that the stability which it now has all along lacked may be given to the service. When our new railway masters get finished with the line to Dessert, it is to be hoped they will turn their serious attention to the requirements of Pontiac.

**02/06/1904    *The Equity, Shawville*    *Waltham***

On Monday of last week the C.P.R. began a daily mixed train service over the Pontiac line, which will facilitate traffic considerably and will be much appreciated by the travelling public, if the time bill is adhered to throughout as it has been during the past 10 days. The train leaves Ottawa at 7 a.m., arrives here at 10.30 and returns in the afternoon at 3.30.

**16/06/1904    *The Equity, Shawville*    *Waltham***

McKee's station on the line of the Pontiac railway has recently been connected with the Ball Telephone system and a central office opened at that place for general business.

**26/08/1904    *Renfrew Mercury*    *Waltham***

The C.P.R. have a big gang of men at present engaged on the Pontiac branch, replacing the old fence with Page wire, and improving the line by bringing up its appearance to what is known as "Standard Track." This is taken to indicate that the company must have something of greater importance in view for the Pontiac road than mere local traffic. -- Shawville Equity.

**19/04/1905    *The Equity, Shawville*    *Waltham*    *Maryland***

Bristol council. Moved that the secretary shall be instructed to notify the C.P.R. Co. to have the culvert cleared out opposite side road between lots 10 and 11, Range D, north of railway track, east of Maryland station, as it is blocking the water on roadway. Carried.

**19/09/1905    *Ottawa Journal*    *Waltham*    *Campbell's Bay***

Washout on the railway.

Train stalled at Campbell's Bay.

The worst rainstorm in years occurred in Pontiac county on Sunday. Early in the morning it commenced, letting up for but a few minutes at a time throughout the day. In the evening it came down in torrents and Monday morning the county roads were in a very bad shape.

At Morehead station on the CPR Waltham branch, trains were blocked until after 1 o'clock yesterday on account of a washout. A gully about twelve feet deep and forty feet wide had a sort of temporary trestle erected supported by ties across it. The rain increased the water running beneath this and soon began to wash away the banks on either side. Finally these fell in, the ties were undermined and washed from their foundation and the track dropped down.

Monday morning the regular train to Ottawa arrived at Campbell's Bay at 7.30 o'clock in the morning but was held there pending repairs. Sectionmen along the line were gathered up and put to work to repair the damage. At noon the train from Ottawa arrived with more laborers and Mr. H.B. Spencer on board. Work was proceeded with speedily and by half past one traffic across the break was resumed. A watchman was placed at the spot until permanent repairs are completed.

As a result of the washout the newspapermen who had been at Bryson for the Laderoute trial were all stalled and the reports of the ending of the preliminary trial were consequently delayed.

**07/12/1906    *Eastern Ontario Review*    *Waltham*    *Deschenes***

The power plant of the Capital Power Company at Deschenes was Monday disposed by public auction to the C.P.R. for \$240,000. There were two other bidders, A. Harvey for \$216,000 and Sun Life for \$105,000. The purchase of the Capital Power Company's plant by the C.P.R. indicates that the company proposes at an early date to experiment in the electrification of railways. The line chosen for this purpose would be the Pontiac & Pacific Junction Railway, which runs through Aylmer and Deschenes into Ottawa. For some time past the C.P.R. have been considering the question of experiments along this line but they have been awaiting the results of the New York Central and Pennsylvania Railways.

**14/02/1907    *The Equity, Shawville*    *Waltham***

Owing to the run on engines in this stormy time we understand the freight engine was run up this line on Monday with a plow, and on returning the latter got derailed at Aylmer. On Tuesday we had a freight however.

**11/03/1907    *The Equity, Shawville*    *Waltham***

On Friday last the locomotive of the mixed train gave out a few miles above Campbell's Bay, and it was some time before it could be got down to that point, where it was sidetracked for repairs. An extra was sent up from Ottawa at night to haul the freight train to destination. Passengers who were aboard when the engine gave out came on from C. Bay to Shawville by stage.

**11/04/1907    *The Equity, Shawville*    *Waltham***

The mixed train coming east on Monday afternoon had a run off about a mile west of Campbell's Bay. Several freight cars - mostly containing pulpwood - left the rails, and ran along the ties a considerable distance before the engine coupling broke. A wrecking train and crew went up to the scene of the accident about an hour in advance of the express, to clear the line and to repair the road bed. The accident impeded traffic for several hours.

**27/06/1907    *The Equity, Shawville*    *Waltham*    *Campbell's Bay water***

The C.P.R. are putting up a new water tank and a dwelling house for the section foreman at Campbell's Bay.

**08/08/1907    *The Equity, Shawville*    *Waltham*    *Shawville***

The local gang of railway section men have been reinforced during the last few days by a number of Italians, and considerable track repairing has been undertaken. A new switch has been put in the yard here and it is said a new platform is to be built at the station. It is needed.

**09/01/1908    *The Equity, Shawville*    *Waltham***

The new mail service by the mixed train began on New Year's Day, and so far as Shawville is concerned, necessitates a couple of extra trips per day to the station by the mail courier Mr. C. Caldwell, who has the contract. As the bus will be used to make these trips, the travelling public who visit Shawville by this train will now have nothing more to complain of on the score of accommodation, although the uncertainty connected with the arrival of this train, will make the work of meeting it twice every day a rather time consuming job.

**10/02/1908    *Ottawa Journal*    *Waltham*    *Deschenes***

The Pontiac mixed train, due at Ottawa at seven o'clock Saturday night and which was considerably delayed by the storm, met with an accident near Deschenes at one o'clock yesterday morning, by which several freight cars were derailed and the track blocked for several hours. Showing up near the switch at the east side of the Hull Electric Company's barns, the train had scarcely passed the siding when the freight cars following the engine jumped the track and scattered their contents, which was mostly lath and cordwood, over the roadbed. Fortunately the engine and coaches in which a number of passengers were travelling remained on the track and no one was injured. Word was sent in for the wrecking train but the latter was also unlucky, for when but a short distance from the scene, it became stalled through the accumulation of snow on the tracks, and it was only after considerable delay that it forced its way through and the work of clearing of the debris was commenced.

It is thought that the derailment was caused by surplus snow packing between the rails.

**13/02/1908    *The Equity, Shawville*    *Waltham*    *Deschenes***

A broken rail was responsible for an accident to the Pontiac mixed train which was due to arrive at Ottawa at 6 o'clock on Saturday evening. While rounding a curve near Deschene a rail broke after the engine and tender had passed over it and four freight cars and one passenger car were derailed. The cars rolled into the ditch and remained there until Monday morning when they were replaced on the tracks by the wrecking train which was despatched from Ottawa. No one was injured as there were few passengers in the coach. They received a severe shaking up as the passenger coach was thrown into the ditch as well as the other cars. The track was blocked in consequence of the wreck and the express on Monday morning went to Ottawa from Deschene on the Hull Electric tracks.

**26/03/1908    *The Equity, Shawville*    *Waltham*    *Shawville***

A petition is in circulation this week requesting the Can. P. Railway Co. to afford the shipping interests better accommodation here by the construction of standard stock yards.--

**15/04/1909    *The Equity, Shawville*    *Waltham***

A wash out on the track near Ralph's crossing about three miles west of Shawville occurred during the night on Wednesday last and resulted in delaying the down train a couple of hours on Thursday morning. On Thursday night the condition of the spot was even worse, with the result that the up train could not proceed to its destination until repairs were made.

**13/05/1909    *The Equity, Shawville*    *Waltham*    *Vinton***

The mixed train coming east last Thursday was derailed near Vinton, three box cars and the baggage taking the ditch.

Very fortunately no injuries were sustained although the train crew had a narrow escape. As a result, traffic was blocked for several hours, both on Thursday evening and Friday morning, the eastbound express being held up for two hours on the latter date. A wrecking train and crew came up on Thursday evening to clear the wreck. The derailed cars were damaged to the extent of several hundred dollars.

**02/11/1909    *Ottawa Citizen*    *Waltham*    *Aylmer***

Suing the C.P.R.,

Woman seeks heavy damages for injury

Lamed for life by leaping from a train whilst in motion at Aylmer in November last, Mrs. John Watters of Eardley brought suit against the C.P.R. in Hull superior court this morning for \$1,999.99 damages. Her claim rested on the allegation that the train was started before all the passengers had a chance to alight, and that three were perforce obliged to jump. She was one of the three. The other two landed safely on the platform, but she fell and was detained in an Ottawa hospital for 88 days recovering from a fractured hip. Her leg in consequence would be permanently stiff. The case for the C.P.R. was that the train stopped a sufficiently long time to allow everyone to get off, and that passengers were warned of the approach to Aylmer by the conductor. When the train had started again gross negligence was shown by Mrs. Watters in attempting to get off. The case is still in progress this afternoon.

Mr. C.J. Brooke appeared for the woman and Mr. T.P. Foran for the C.P.R.

NB. Page one of the Citizen shows the date erroneously as 1990, other pages show 1909.

**02/12/1909    *The Equity, Shawville*    *Waltham***

A gravel train, with its complement of Italians, was at work last week removing gravel from Wallace's Cut, to some point east of Shawville.

**12/05/1910    *The Equity, Shawville*    *Waltham*    *Shawville***

The C.P.R. are contemplating several important changes in the plan of the railway yard in this village, with a view to facilitate the handling of traffic. The chief changes will consist of the construction of another siding on the south side of the main line, which will extend some distance west of the crossing at Centre street; also the removal or rebuilding of the station on a site about 40 yards east of the present location. The station will be on the main line which will do away with the platform between the tracks at present. The big Crawford storehouse is to be removed to the north side of the yard. A plan of the proposed changes was laid before the members of Council for approval on Thursday last by an official of the company. --

**07/07/1910    *The Equity, Shawville*    *Waltham*    *Shawville***

Evidences up at the railway yard show that the company now propose to move the station and freight shed to a site within a few yards of the crossing at Centre street, which is not according to the plan of the proposed changes submitted to the council when the privilege was sought to construct another siding across the said street. With station so close to roadway it seems probable that the public will suffer inconvenience from a frequent blockade of cars, and the 5 minute limit may be repeated more frequently during the day than most people who have much driving to do will care to see.

**13/12/1910    *The Equity, Shawville*    *Waltham*    *Shawville***

In Shawville a staff of men have been engaged making sundry changes in the railway yard, the most important of which is the shifting of the station westward to a location a few yards east of the crossing at Pickanock (or Centre street). Citizens generally regard this change with not a little disfavor, as it is thought it will result in impeding street traffic to an annoying extent on occasions when much shunting has to be done.

Also in the Renfrew Mercury 23 December.

**02/02/1911    *The Equity, Shawville*    *Waltham*    *Shawville***

Now that the railway station has been removed to what we expect will be its permanent location, citizens are becoming curious to know if the authorities have taken thought at all of the improvement it would make to have the building and surroundings lit by electricity. More.

**08/06/1911    *The Equity, Shawville*    *Waltham***

The weigh-freight (sic) train which has been in commission for several months past, has been taken off the Pontiac line, consequently the regular mixed train has, by increase of work, dropped back to the old go-as-you-please system which makes the average traveller shudder.

**27/10/1911 Renfrew Mercury Waltham Quyon**

What just missed being a fatal accident happened at Quyon station on Tuesday. Thos. Kearns, the station master, and R. Foster were engaged in closing a freight car, the door of which had struck. While Mr. Foster was in the act of striking with an axe the blade glanced off and struck Mr. Hearn on the head near the temple and inflicting an ugly gash and several a small artery. Lost a lot of blood but will soon be alright again. Pontiac Advance.

**07/12/1911 The Equity, Shawville Waltham**

A steam shovel has been operating at Wallace's Cut for some time loading gravel trains which have been hauling to the neighbourhood of Hull. The ditching of a portion of a gravel train about a mile below McKee station on Saturday morning demoralized the train service for the day. The mixed train from Ottawa due here at 10.30 in the morning, stopped at Quyon, and some of the passengers came through afterwards in the van of the gravel train operating west of the run off. The evening express was also delayed for several hours, owing to the time taken in clearing the track. The run off, it is said, was caused by maintaining too high speed while rounding a curve.

**28/12/1911 The Equity, Shawville Waltham**

The steam shovel which has been operating at Wallace's cut for several weeks, taking out gravel for the Hull Electric railway, ceased work and was taken east on Wednesday last.

An additional freight train has been in commission on the Pontiac line for some days past, owing to the large amount of hay and other heavy freight that has had to be moved.

**27/06/1912 The Equity, Shawville Waltham**

A gravel train with a big gang of Polacks is removing gravel from Wallace's Cut this week.

**20/02/1913 The Equity, Shawville Waltham**

Comments on Pontiac Railway extension to meet the needs of the people of the western part of the county.

**28/08/1913 The Equity, Shawville Waltham Waltham**

The Exhibition train, sent through the province by the Provincial government for demonstration purposes, visited Waltham on Tuesday last, and the following morning was switched off at the station yard where it remained until 11 p.m. --

The train consisted of two cars, one of which contained a few animals of very ordinary merit and was confessedly a disappointment to the majority of those who went through it. The other car containing the cereal display, was prepared and equipped by the staff of MacDonald College, and gave evidence on every hand of the great work which is being carried on at that institution-- More.

**02/10/1913 The Equity, Shawville Waltham Shawville**

The C.P.R. are operating a gravel train on this section of the road at present, with a view to improvilg the grades in certain places east of Shawville.

**16/10/1913 The Equity, Shawville Waltham Morehead**

On Saturday morning a Polander lost his life in a gravel slide at Wallace's gravel pit, half a mile east of Morehead station. Work at the pit had just been completed when the accident occurred, and the men were preparing to remove the steam shovel which had been operating in the pit for the past two or three weeks. Without warning a huge mass of gravel slid down the slope and buried the unfortunate man, and injured a comrade. The man was dug out as quickly as possible but all efforts to revive him were fruitless. The body was taken to Ottawa on the afternoon train.

**06/11/1913 The Equity, Shawville Waltham Shawville**

The removal of a locomotive from the station here to the line of the C.N.R. near Portage du Fort, is the task which Messrs. Lynch, Peckham and Gorman have in hand this week, and the work is certainly not of the lightning express variety, considering that the "iron horse" only moves one rail length in between breathing spells, and very slowly and carefully at that. The locomotive is a good deal smaller than the ordinary type, and is designed exclusively for railroad construction. She is to be used presently to haul material to make the embankment required between the Bryson road and the approach to the big bridge across the Ottawa, now almost completed. A number of small gravel trucks and a steam shovel complete the outfit. These will be dismembered at the railway yard here and hauled by team to the point where the operations are to be carried on.

**18/12/1913 The Equity, Shawville Waltham**

A telephone system is being installed along the line of the Pontiac branch of the C.P.R.

**24/12/1913 The Equity, Shawville Waltham Shawville**

We understand the C.P.R. authorities have sanctioned the lighting up of the station here by electricity. This will be both a boon to the public and a convenience to the agent in charge.

**12/02/1914 The Equity, Shawville Waltham Shawville**

The effect of last Saturday's furious storm was the tying up of the evening westbound train at the station here until 2 o'clock next morning. The train reached here with the water supply exhausted and was unable to proceed until relief came. This arrived during the night in the form of a snow plow driven by two locomotives with a van attached. This train went over the line in advance of the regular, which completed its trip without further incident. Sunday evening, as the snowplow outfit was returning to Ottawa, it met with the misfortune of getting derailed at the switch at the west end of the Shawville station yard. The run-off occurred about five o'clock, and happily no serious damage resulted. A wrecking train arrived about 10 o'clock and succeeded in putting the plow, engines and van back on the rails in a comparatively short time. Just who or what was responsible for the run-off we are unable to say.

**09/04/1914 The Equity, Shawville Waltham Shawville**

The work of wiring and installing electric light at the railway station was completed last week, and thus an improvement long considered very necessary has been supplied.

**04/08/1914 Ottawa Journal Waltham Aylmer**

The necessity of having an up to date station at Aylmer is a matter which the Aylmer city council have, at last, taken up. Last night, at the regular meeting of the council, the question of the new station was discussed at some length. Councilor Gagne brought up the subject and said that he considered the present structure inadequate and not fit for use. Mayor Bailey offered a good suggestion, urging that the matter be taken up with Mr. H.B. Spencer, superintendent of the railway owning the station, and if some action was not taken, then to bring it before the Railway Commissioners.

**05/06/1915 The Equity, Shawville Waltham**

The mixed train service on the Pontiac line which, for the past two or three months has been running on alternate days only, was resumed daily on Monday of this week.

**07/10/1915 The Equity, Shawville Waltham**

The public of Pontiac will learn with considerable disappointment that the C.P.R. has decided to take off what is commonly called the "mixed" train, starting from Ottawa in the morning and returning in the afternoon. The service is, we understand, to be cancelled entirely, and the people of the district tributary to the line from Waltham to the Capital will have to content themselves with a one train-a-day passenger, mail and express service henceforward. More.

**04/11/1915    The Equity, Shawville    Waltham**

As a result of strong representations made to the Railway Commission and the Company, the C.P.R. have put on an extra tri-weekly train service on the Pontiac line, commencing Monday November 1st. The trains will run on Mondays, Wednesdays and Fridays of each week until further notice.

**08/06/1916    The Equity, Shawville    Waltham**

The service on the Pontiac division of the C.P.R. has been much improved this week by the putting on of a second daily train, which is being run on faster time than formerly, thus leaving Ottawa at 7.30 a.m. the new train reaches Shawville at 9.28 and Waltham at 11.00. Returning leaves Waltham at 1.00 p.m., Shawville 2.15, arrives Ottawa 4.10 p.m.

**18/01/1917    The Equity, Shawville    Waltham**

The Board of Railway Commissioners have decided on a drastic move; they have used the wide powers with which they are vested and have caused the cancellation of hundreds of passenger trains all over the country. -- This move offers a probable explanation for the cancellation of the "mixed" train on the Pontiac line.

**09/05/1919    Arnprior Watchman    Waltham**

Last week a large party of C.P.R. engineers arrived at Chapeau (sic) and it is understood will be engaged for a month or more locating the proposed extension of the P.P.J. line from Waltham to Chalk River. Just what route will be followed in making the extension of this line is not known but it is believed that Sheen, Chichester and Chapeau will be served, and the people of these communities are looking eagerly to the result of the survey.

**08/01/1920    Ottawa Journal    Waltham    Aylmer**

As the result of a recent conference which Mayor Therrien of Aylmer had with the officials of the CPR, a new railway station will be built in Aylmer next spring. Already, the new site has been surveyed and other preliminaries attended to. The old station, which has done service for a great number of years, is not (sic) considered obsolete, and all the residents will greatly welcome the creation of a modern building.

**10/08/1921    Ottawa Journal    Waltham    Aylmer**

Account of Aylmer fire. No reference to the railway or station.

Ottawa Journal August 11:

--Damages caused by the conflagration to the trolley system of the Hull Electric Company at Aylmer is estimated by Mr. G.G. Gale, general manager of the company, at \$2,000.-- The damage done to the trolley system only extended for a short distance on Main street approximately 700 feet. . Fourteen hundred feet of trolley wire was destroyed and 14 posts were burnt to the ground. Repair gangs were at work all last night and this morning repairing the break and replacing posts to enable the service to be resumed along Main street this afternoon.

Latest report from Aylmer was to the effect that the cars would travel through the town route instead of by the lake shore by 3.

This account contains a very full description of the buildings lost and the C.P.R. station is not included.

**21/07/1924    Ottawa Journal    Waltham    Deschenes**

The nickel processing factory at Deschenes was closed today.

**03/09/1926    Ottawa Journal    Waltham    Aylmer**

Fire which broke out in the sheds to the rear of the CPR station, Aylmer, shortly after noon for a while threatened a large section of Front street. One residence and adjacent sheds were completely demolished and nearby residences suffered damages from sparks and smoke. The damage at 2 o'clock was close to \$13,000, the fire then being under control.

Sparks from a passing engine are thought to have been responsible for the fire which began in the sheds to the rear of the home of Roland Cardinal, Front street. More.

**23/11/1926    Ottawa Journal    Waltham    Deschenes**

Large paper mill costing in the vicinity of \$4,000,000, on the Fraser property, between Deschene and Aylmer, is now considered a certainty.

**24/11/1926    Ottawa Journal    Waltham    Aylmer**

The Canadian Pacific Railway station at Aylmer was destroyed by fire breaking out shortly after one o'clock this morning, with a loss estimated at \$7,000 or more. The waiting room and office were burned practically to the ground but excellent work on the part of Fire Chief Telespore Lortie and his volunteer fire brigade saved the freight sheds at the north of the waiting room from the flames. Damage in the freight sheds was confined wholly to loss due to water. More.

**07/12/1926    Ottawa Journal    Waltham    Deschenes**

Nickel plant to be re-opened in near future.

Old British American Nickel plant at Deschenes purchased by McCallum, Smith and Company from the Anglo-Canadian Mining and Refining Co. More

**07/05/1928    Ottawa Citizen    Waltham**

Passengers are carried by boat over rail track

Ottawa travellers have a unique experience when Pontiac line is under water.

The train service on the C.P.R. between Ottawa and Waltham at the end of the Pontiac line has been seriously disorganized due to the fact that the Coulonge river has overflowed its banks about a mile east of Fort Coulonge, and the tracks are covered to a depth of nearly two feet in low lying locations.

It was noticed by the C.P.R. trainmen yesterday that the river was rising rapidly, in fact the tracks were covered with water then, but not sufficiently to prevent the locomotive and train proceeding cautiously through the newly created lake.

This morning, however, when the early morning train from Ottawa reached a point about two miles from the village of Fort Coulonge, it was seen by the trainmen that the river had risen considerably overnight.

The engineer on the locomotive at first tried to steam over the waterlogged tracks, but when it was seen the water was too deep it was backed to dry land again and word was sent into Ottawa.

Here arrangements were made for a train to be made up at Waltham which was despatched to the scene of the wash-out, and passengers from Ottawa had the unique experience of being transhipped over the flood from the river in boats to the other train.

The Ottawa train then started back for this city and, while it should have been here for 9.40, it is not in yet, but it is expected to get in this afternoon at two-thirty. While the river is in flood, a jigger train service will be maintained by the C.P.R.

Residents of Fort Coulonge state that the river is higher now than it has been at this time of the year for many years back, but so far it has not done any serious damage to property along its banks nor to the village.

Narrow escape when train hits rear of wagon

Aylmer grocery man stopped vehicle on C.P.R. tracks before seeing engine bearing down.

Stopping his delivery wagon on the C.P.R. crossing, Albert Street, Aylmer, yesterday morning about 9.30 o'clock, Antonio Mondoux narrowly escaped death when the train, which was rounding the corner, touched the rear of his wagon with the cowcatcher before coming to a stop. Mr. Mondoux was delivering groceries to the home of Mrs. S Gravelle, Abert street, when suddenly his horse started off at gallop. Pursuing the fleeing steed, Mr. Mondoux soon caught up with it, swung himself over the rear of the wagon and pulled the horse to a stop.

Flushed and excited by the heat of the chase, he did not notice until too late that he had stopped his horse right across the C.P.R. tracks and that a train which had left the station about 600 yards around the bend was bearing down upon him. However, due to the vigilance of Robert Carpenter, the engineer, the train was brought to a stop just as it touched the express wagon and no damage was done to the horse, conveyance, or the driver.

<http://news.google.ca/newspapers?id=TvEuAAAAIIBAJ&sjid=pdkFAAAAIBAJ&pg=6813,1024187&dq=railway++train++railroad&hl=en>

08/07/1930 *Ottawa Journal*

Waltham

New Train for use on the CPR Waltham line.

Embodying the latest CPR train development in automotive traction, the CPR's new gas-electric car made a trial trip recently. The car is driven by a 400 horsepower 8-cylinder gasoline engine direct-current electric generator and two electric motors, and is carrying 400 gallons of gasoline. The car can be operated for 400 miles at an average speed of 30 miles per hour, but its maximum is 60-65 miles per hour. The new car will shortly be placed in operation on the Ottawa-Waltham Sub-division of the CPR.

13/08/1935 *Ottawa Citizen*

Waltham

Deschenes

One killed, eight injured at Deschenes Railway Crossing.

Members of swimming party were returning home when auto crashed against train outward bound from Ottawa. Inquest opened into fatality.

One person was instantly killed and eight others had a narrow escape from a similar fate, two of them being seriously injured, when an automobile containing nine Hull residents crashed into the first baggage car of the C.P.R. Pontiac train at Deschenes crossing at 4.40 p.m. yesterday. The accident occurred where the C.P.R. tracks cross Main street. The crossing is protected by an electrically operated warning bell.

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At the scene of the fatality the C.P.R. tracks run parallel to the Ottawa river and the road runs from Deschenes village on the shores of Lake Deschenes to the Aylmer road. The crossing has been the scene of several collisions and several years ago an electric signal bell was installed there at the request of the Deschenes Council. When the scene was visited last evening there seemed to be a clear view of the tracks from the road for a considerable distance either way and visitors were at a loss to understand how the accident happened.

Tells of accident

Maurice Seguin, one of the members of the party who was only slightly injured, in speaking to The Citizen last night told of the accident. "We were returning from a swim at Deschenes where we had spent the afternoon," he said. "There were four including the driver in the front seat of the car, a taxi of the Henry Taxi Company, Hull, and five of us in the back."

"Beatrice was sitting in the front next to the right-hand door with her sister, Pearl, on her knees with someone, I just forget who, sitting between her and the driver, Donat Doucet. In the rear seat were the other five of us. We had enjoyed the swim and I suppose were laughing and joking on the way home.

"I didn't notice that we were coming to the crossing and certainly didn't see or hear any train approaching as that was the last thing in my mind, The first I knew of anything out of the ordinary was the screech of brakes and then we were all thrown on the floor of the car. I was not unconscious and when I managed to get out of the car I saw the train continuing down the track. Later they backed up and set the bell ringing, they said to test it.

Heard bell ringing.

Following the accident last night officials of the C.P.R. stated that their train crew heard the bell ringing. The engineer also claimed that he blew the whistle for the crossing. He could not be questioned last evening as he continued on with his train to Waltham.

Men working in the Hull Electric Company car barns at Deschenes, a few hundred feet from the scene of the accident, stated to The Citizen that they heard the crash and then noticed that the signal bell was ringing. They said their attention was drawn to the bell by the noise of the crash but that they had not noticed it before the crash, while it was probably ringing.

From a reconstruction of what happened at the scene of the accident it would appear that when the car struck the train, Beatrice was thrown through the windshield of the taxi, which was a complete wreck. Her sister was sitting on Beatrice's knee but was only slightly injured. The authorities believe that the younger girl was lifted up and the older girl thrown out from under her.

Mrs. Lecuyer in the rear seat received her head injuries when her head crashed through the roof of the car.

At the scene of the crash the taxi was a total wreck, It evidently struck the baggage car head-on and then by the momentum of the train was swept to the left. It did not turn over but the whole car was twisted out of shape.

Residents of the vicinity of the accident stated that the train usually slows down for this crossing as there have been several accidents there in the past few years.

21/12/1936 *Ottawa Citizen*

Waltham

Wyman

Train off rails near Wyman delays traffic

The Waltham-Ottawa C.P.R. passenger train was delayed for about two hours this morning when two wheels of the locomotive left the rails at a crossing a short distance west of Wyman station. No one suffered injury and no property damage was caused. The train was coming to a stop for the station when the derailment occurred. An auxiliary crew was called from Ottawa and placed the locomotive back on the rails. Ice forming over the rails at the crossing on the Hull-Chapleau highway a few hundred yards from the railway station is blamed for the derailment. Highway traffic as well as the railway line was tied up.

<http://news.google.ca/newspapers?id=tvMuAAAAIIBAJ&sjid=1NsFAAAAIBAJ&pg=3626,1499335&dq=derailment&hl=en>

03/05/1938 *Ottawa Journal*

Waltham

Aylmer

Aylmer also decided to protest to the board of Railway Commissioners for Canada against the proposal of the Canadian Pacific Railway company to make Aylmer East, on its line, a flag station. The company has given notice that the station has been losing revenue. The council will seek an opportunity of having a deligation heard in this matter by the Board of Railway Commissioners.

2 Dead, 9 Hurt At Shawville

Motor Scooter Jumped Tracks

Pulling a Lorry Carrying Many Gang Laborers at Time of Crash

Two men were killed and nine were injured today when a motor scooter jumped the tracks about one mile east of Shawville, Que.

The accident occurred while the scooter was pulling a lorry carrying 15 gang laborers, according to Canadian Pacific Railway officials.

Killed were Dervis Borris, 53, of Vankleek Hill, Ont., and John Armstrong, 55, of Venosta, Que.

All of the injured were brought to the Pontiac Community Hospital at Shawville.

Shawville is on the Ottawa river about 45 miles northwest of the Capital.

Injured in the accident were Henry Spencer, 49, of Venosta, Que.; F. Baron, 19, of Vankleek Hill, Ont.; Albert O'Connor, 23, Venosta; Thomas Williams, 60, Aylmer, Que.; Clarence Messiac, 44, Vankleek Hill; Aurele Gauthier, 19, Blue Sea, Que.; Denis Ladouceur, 17, Vankleek Hill; Alfred Baron, 16, Vankleek Hill, and Maurice Sauve, 23, Vankleek Hill.

The accident occurred on a slight curve and downgrade at 8.15 a.m. daylight saving time

It was noticed by the crew of the Pontiac-Ottawa CPR local when the train reached the scene about 20 minutes after the accident occurred.

The derailment occurred when the scooter and lorry became detached. One of the men, seated on the lorry but with his feet resting on the rear scooter tumbled on to the track.

The lorry struck him and was derailed, spilling the men in all directions, their equipment landing on top of them.

The Pontiac train picked them up, backed into the station and sent word to the hospital to ready itself for the emergency.

Miss Melva Moore, the superintendent, called in all off-duty and special nurses in the town and the town's doctors.

The dead and injured were removed in ambulances and in some cases, it was reported, in private cars.

It was the worst accident to strike the district in some years and townspeople in Shawville were high in their praise for the manner in which the hospital staff answered to the emergency.

All the men - there were reports as many as 30 were aboard the scooter and lorry - were staying in Shawville while working on repairs to tracks in the Pontiac district.

16/06/1955 *Ottawa Citizen*

Waltham

Locomotive D4g #419 at Ottawa that was a 'photo by Newton'. Picture of 419 on track 2

backing into old Ottawa Union Station, and it was entitled: "DAYS OF

FAITHFUL OLD IRON HORSE ARE NUMBERED".

The heading went: Taking Old 419 Off Ottawa-Waltham Run

By Austin F. Cross, Citizen Staff Writer

'Eyes take your last look at old No. 419 on the Pontiac run. Because when the Canadian Pacific takes this old-time ten-wheeler off the Ottawa-Waltham run, we shall not see her like again.

'Smallest of all engines "running passenger" around Ottawa, No. 419, outshopped more than 40 years ago, is just about panting her last. Once away from Ottawa, she'll be boiled down like an old horse.

'No. 419 came out in the halcyon days of 1913, when steam was monarch everywhere and they wanted a fast light passenger engine. In the classic mode of Casey Jones' own locomotive, the 419 is a ten-wheel type with wheels thus: oo-000.

'No. 419 has seen a lot of living in her time, but now she has by the gentle but relentless dictates of time, gravitated to the Pontiac. This is the absolute zero of passenger service out of Ottawa. No engine can hold up her headlight and run on the Pontiac.

Much Worse

'Worse, much worse, the Pontiac run has now been demoted to a mixed train. Up ahead one may well see one or more freight cars as the afternoon train clears from Ottawa yards.

The Pontiac has degenerated to M543. "M" is for mixed. She also has been running on a five-day-a-week schedule lately. M543 according leaves the Union Station at 2.55 p.m. standard, and arrives at Waltham, 79.8 miles away, at 6.20 p.m. Returning, she starts from Waltham at 6.30 a.m. E.S.T. and reaches Ottawa Union at 9.45.

'On Saturdays, she's out at 1.30 p.m. to give the folks up the valley a chance to shop and still get home for supper.

'Not only is this magnificent old ten-wheeler the same type as Casey Jones wheeled into eternity, it is the classic North American engine. It is the prototype which made North America what it is. Engines like it opened up the Canadian Pacific to Vancouver. Others of the same ilk ran 120 miles an hour on the Plant Line, Florida-bound, back in 1902. Death Valley Scotty roared across the continent behind a ten-wheeler.

'So, next time you view old 419, say with Othello: "Eyes, take your last look."

'And if you really love her, add, also with Othello: "Arms, take your last embrace..."

Revived Mines at Bristol bring new trade to the area.

Revived Mines At Bristol Bring New Trade To Area

By Vern Bower Citizen Staff Writer

Hilton Mine, Pontiac's newest industry, is transforming an abandoned mining area into an industrial empire. Where formerly only the wreckage of two abandoned kilns marked the site of once active iron mining, buildings of the new \$16,000,000 project are springing up in all direction.

Huge trucks rumble in over the backwoods roads bringing materials and equipment to the site, and a railway spur line leading from Wyman to the mine, connecting with the CPR, is crowded with traffic.

Huge pieces of road building equipment are on the site and plans to construct a new road to the mining area are ready to go into action within days.

Primary crushers, secondary crushers, a surge building, and a rod and ball mill, together with a large boiler house are now well along in construction.

Towering cement buttresses and steel skeletons of large scale buildings, thrust their way skyward where only -a few months ago there was only scrub timber.

At Shawville, some 10 miles away, six staff houses for mining executives are rapidly nearing completion.

Some 250 to 300 men will be employed at the mine when it goes into operation opening date is tentatively set for the fall of 1957.

Mining will be carried out by the use of electric shovels of 4 1/2 cubic yards capacity, operating in open pits. Trucks with a capacity of 23 tons will haul the ore to the plant.

Plans are for the employment of local men where at all possible. There will be no barracks or dining facilities at the mine proper. The men will eat and sleep elsewhere.

Already the impact of the new industry is being felt in the area. Quyon, located a few miles from the mine site reports an upsurge in business already being felt from the operations. Village Moved

The former village of Bristol Mines has moved to a new site to make way for the mining development. All that is left to mark the former settlement, is the school, now used as a contractors office, and the small frame church which has become temporary mine headquarters.

Foundation Company of Canada, of Montreal, are general contractors for the erection of the big plant. Angus Adair heads the Foundation Co. staff as superintendent.

H. G. Gerber is superintendent for the mines; while E. G. "Ted" Stafford, chief clerk of Pickands Mather, is in charge of the office.

Work on construction will go on throughout the winter months. Owners of the development are Steel Company of Canada Ltd.; Jones and Laughlin Steel Corporation, and Tickands Mather, of Cleveland.

The ore will be mined by the open-pit method. It will be crushed and finely ground, and then fed through magnetic separators which will sort out most of the non-iron bearing material. In its final processing the iron will then be transformed into pellets the size of ping pong balls and baked hard before shipment.

It has been estimated that five tons of ore will produce about a ton of pellets. Annual production is estimated to reach about 600,000 tons with ample ore available for a long term operation.

02/04/1959 *The Equity, Shawville*

Waltham

Campbell's Bay

A hearing was held Tuesday and Wednesday in Campbell's Bay with the Board of Transport Commissioners to determine whether or not to discontinue passenger service and reduce freight runs on the Pontiac CPR line. A Long parade of Pontiac people stood in the witness box to confirm that "they, their municipalities, and the other various groups which they represented were satisfied with present arrangements and did emphatically not want any change to take place., As for passenger service, the Pontiac witnesses wished that the CPR would improve its service rather than discontinue it., The CPR lawyer argued that the proposed changes would save them \$83,400 annually, and that passengers would be better served by bus lines., The CPR hopes the board's decision will be finalized this Spring. (from The Equity 28 March 1984).

08/07/1959 *Ottawa Citizen*

Waltham

Need to verify the date

Sing a Swan Song for the Push, Pull and Jerk.

Perhaps it would be more polite to announce that the Board of Transport Commissioners has given the Canadian Pacific Railway permission to abandon passenger service between Ottawa and Waltham, the Pontiac and Pacific Junction Line.

Trains have been operating on this line up the Pontiac for almost 70 years. In a judgment handed down Monday and signed by Rod Kerr, Chief Commissioner; the board agreed that the line was not paying, and if the railroad chose, it might abandon passenger service after 30 day's notice. Such notice is expected from the CPR within the next few weeks.

The Judgment

Said the commissioners, in part:

"The dispelling of any doubt in the minds of the residents of the area as to the future of the passenger service, the interests of the public generally and also the interests of the railway company, requires a determination without further delay. We are also mindful of the interests of the school children, some of whom would depend upon the train service to attend school beginning again in about one month's time.

"Weighing among other considerations the patronage that has been given to the passenger service, our opinion is that the economies that would result to the railway company by the discontinuance of the service out weigh the convenience that would remain with the public by the continuance of the service."

The Board of Transport Commissioners has advised that the discontinuance of the service "shall not take effect before 30 days' notice of the discontinuance is given by the Canadian Pacific Railway.

Snapping A Link

Thus, an historic link is about to be snapped. Easily the most picturesque of all the lines out of Ottawa, the old Pontiac and Pacific Junction Railway soon metamorphosed on popular tongue to the Push, Pull and Jerk.

The P.P. and J. remained, in name, long after it got respectability by being purchased by the CPR. To begin with, it started off, lobster wise, by going its first mile backwards. The train and its cars backed a mile or more over to Hull before it could straighten out and head for the Pontiac.

The Push, Pull, and Jerk was all of that, as it wobbled to Aylmer, fought it way through to Quyon, and then hit those good towns of "the Pontiac," like Shawville, Campbell's Bay and Fort Coulonge. Then it panted its way through, finally, to the quaintly picturesque village of Waltham, 79.8 miles from Ottawa Union Station.

Last Two Trains

Somehow, after the CPR abandoned the old Broad Street station, now only a memory down on The Flats, "The Pontiac" lost two of its four trains, and operated as one train each way, daily except Sunday.

In its day, it carried shanty-men and servant girls to town; it took back commercial travellers and farmers.

School kids, clergymen and summer resorters, the old Pontiac was all things to all people. Everything came slowly to this train. Closed vestibule coaches came late in the day; wooden coaches lingered. Electric lights were a recent innovation. The Pontiac never saw a parlor car; nobody can remember a dining car running up Shawville way.

Now, the CPR is ready for the requiem and the burial. Seventy year's passenger railroading are expected to end next month.

Express will be served on the way freight three times a week, with highway trucks, being employed two other days.

Last passenger train on the Pontiac (with picture of #425)

The Age of Steam died on the Pontiac, when the last steam train arrived in Waltham last night, passenger service ended this week after 70 years. The picturesque and historic Pontiac and Pacific Junction started operating trains to Waltham, the end of the line, in January, 1887. The railway was originally incorporated in 1880 and passenger service was progressively extended, first to Aylmer, then to Shawville, and so on till Waltham, now Mile 78.9, was reached on a January day 70 years ago.

The final run was made with steam, though the train for the past year has functioned with diesel power. CPR train No. 643 described in the time tables as "mixed", left Ottawa Union Station yesterday at 2.50 p.m. standard time. She carried one express car and one day coach.

Strangely enough, the day coach had steam on which could not be turned off, and parboiled the passengers clear through to Waltham.

Death Knell

Engine No. 425 not only was sounding the death knell of steam, but was getting ready to go her last mile at the end of the run to the scrap heap. CPR No. 425 is a 4-6-0 engine, with a wheel arrangement thus: oo-OOO. It was "outshopped" in 1913 and therefore is 48 years old.

There were some sentimental touches about the last steam train up the Pontiac. Stationmaster Sam Bertrand was not only down to wave a fond farewell, but phoned his brother "Cap" Bertrand in Val Tetreau, and the "Cap" emerged from retirement to wave the Pontiac through his home town.

At Fort Coulonge, Hugh Proudfoot, former MP, was down to greet the through passengers and mourn at the passing of this 70-year-old train. Also joining the cortege of the Iron Horse at Fort Coulonge was William Kenney, the Citizen's resident corres.-pondent for that area. Gallant lady

The gallant little old 46-year-old engine rarely tops 40 miles an hour, but once in a while she would let herself out to what seemed like a modest 42 or 43 mph, just to show she could do it.

Those who have never taken the CPR to Aylmer perhaps fail to realize how beautiful it is in the woods by the river, with a view of velvety golf greens on the north. To the south Lake Deschenes can be glimpsed, appropriately enough, through the oaks.

We "took the hole" at Breckenridge to let a 40-car diesel hauled ore train go by. We were ahead at Quyon, so there was a pause for pictures.

At Shawville, on came the kids. These youngsters go to the good schools of Shawville from towns up the line. Successive batches of youngsters, for years have been riding the Pontiac. Now the bus will serve them.

An interesting ritual was perpetuated at Campbell's Bay. The boys make a mad dash for the ice cream parlor, buy two cones, and sprint back.

Gareth McKnight of Waltham, with two vanillas, won the dash. Bearing two chocolates, Douglas Rabb of Campbell's Bay was a full eight seconds late. But they held the train. That's the kind of train the Pontiac is.

Dear Friend

A mournful few viewed the two-car local all along the 79.8 miles--- passing of a coffin of a dear friend.

Finally, the brave little engine, almost cartoon-like in proportions, emerged from the downpour and steamed into the station.

On time she had reached Waltham. She had also reached the end of an epoch.

The train crew was: Stanley T. Byron, conductor, 64 Poplar Street; John B. Murphy, engineer, Prescott Highway; Don Macpherson, trainman, 15 Irving Avenue; Erville Coleman, Carleton Place.

N.B. CP had to run the train until the 30th, and on the 29th and 30th, yard unit S-3 6552 did the honours.

11/10/1963 *Ottawa Journal* *Waltham* *Aylmer*

Children Derailed Track-Car

Two CPR workmen were injured Thursday when they were thrown 85 feet into a shallow ditch after their track car was derailed on the western outskirts of Aylmer.

Aylmer police blamed children playing in the area for placing a 25-foot length of stones on the tracks which caused the derailment.

Rushed to Sacred Heart Hospital in Hull, were Armand Morin, 43, of 29 Brook Street, Aylmer, and Clement Lavigne a section foreman from Cyrville.

Mr. Lavigne was treated for facial lacerations and released.

Mr. Morin is still in hospital. His condition is termed satisfactory.

Another man, Albert Beauchamp, of Deschenes, also riding on the track car, was not injured.

Aylmer police said no charges would be laid due to the ages of the children involved.

11/10/1963 *Ottawa Citizen* *Waltham* *Aylmer*

Rocks placed by children on the Canadian Pacific Railway track at Aylmer derailed a work car Thursday noon, sending one man to hospital and also injuring the section foreman.

Armand Morin, 46, of 29 Brock St., Aylmer, suffered a fractured nose and collar bone. He was admitted to Sacred Heart Hospital where his condition was reported as good.

Section foreman Clermont Lavigne received head cuts and a bruised shoulder. A third man on the power operated car was not injured.

Railway officials believed they had located the children responsible but said they were equally concerned about the danger to children playing near the track.

The accident happened one mile west of Aylmer station, close to the spot where a child was killed by a train a few years ago.

07/01/1975 *Ottawa Citizen* *Waltham*

Aylmer-Ottawa commuter train sought.

Federal and provincial support for an Aylmer-Ottawa commuter train to run along an unused track between Aylmer and Prescott (sic) Street in Ottawa.

Letters were being sent Monday to Hull MP Gaston Isabelle and Gatineau MLA Michel Gratton requesting a meeting on the scheme proposed by the New Lucerne Citizens Association.

The plan, formulated by Aylmer resident and federal transport employee David Olsen, was approved at the first meeting of the citizens association Sunday.

It is part of a three-pronged attack on long-standing transit problems which are being aggravated by rapid development west of Hull.

The association is also demanding better roads and improved mass transit.

A similar move to reactivate the rail line was abandoned by an Aylmer citizens group almost two years ago.

Mr. Olsen, a communications systems officer, said the plan is feasible.

He had already contacted CP Rail and said the coaches are available.

The association is waiting to find out how much the venture would cost.

The citizens are prepared to underwrite the cost of the train on a three-month trial basis if subsidies can be found.

"We'll take money from anybody," said Mr. Olsen.

28/08/1975 *Ottawa Citizen* *Waltham*

Rail Rejection Called Insult

Lucerne - Carp - Ottawa commuter proposal.

<http://news.google.ca/newspapers?id=paIyAAAIBAJ&sjid=ku0FAAAAIBAJ&pg=1911,4683923&dq=train+railway+railroad+cnr+cpr+bride+trained+train-to+trainer+will-train&hl=en>



## FUTURE RAIL BUSINESS?

A year or two ago a proposal was made public to haul garbage from Montreal, the Outaouais and Ottawa by rail to the former Hilton iron mine at Bristol, Quebec. Early in March the Quebec environment ministry gave the owners of the mine a written "agreement in principle" authorizing development of the landfill site. However, a ministry spokesman said the mine owners still need approval from Bristol and Pontiac councils. Bristol council voted unanimously in January to refuse to rezone the land to allow a landfill. The owners, meanwhile, are busy with a three-month information campaign to swing the opinion of local residents in favour of the project.

09/01/1991 *Le Droit**Waltham*

## MUNICIPALITIES WANT RAIL CORRIDOR:

The communities of Hull and Aylmer (Quebec) have asked CP Rail to transfer ownership of the Waltham Subdivision right-of-way to them as opposed to the federal government's National Capital Commission. CP Rail wants to abandon the line - now only used for hauling ballast from an abandoned iron mine beyond Aylmer. The Hull to Aylmer section is approximately 12 miles long. It is proposed to protect the corridor for possible future use as a bus rapid transit or light rail route between the two communities.

28/09/1991 *Le Droit**Waltham*

Portion of Waltham subdivision bought by National Capital Commission.

The national Capital Commission will purchase a portion of CP Rail's now abandoned Waltham subdivision running between Hull and Aylmer, Quebec.

The right of way, which parallels the Lower Aylmer Road - the former Hull Electric Railway - will be "banked" for future transit projects.

The rest of the Waltham subdivision, from Aymer to Wyman, is for sale at market prices. Rails and ties were recently lifted.

28/09/1991 *Le Droit**Waltham*

PORTION OF WALTHAM SUBDIVISION BOUGHT BY NATIONAL CAPITAL COMMISSION: The National Capital Commission will purchase a portion of CP Rail's now abandoned Waltham Subdivision, running between Hull and Aylmer, Quebec.

The right-of-way which parallels the Lower Aylmer Road -the former Hull Electric Railway - will be "banked" for future transit projects.

The rest of the Waltham Subdivision, from Aylmer to Wyman, is for sale at market prices. Rails and ties were recently lifted.

25/06/1992 *Ottawa Citizen**Waltham**Hull*

CP has given notice that it proposes to apply for abandonment of the Wamo Spur (formerly the Waltham subdivision) between mile 0.0 and Mile 1.0 E.B. Eddy Forest products (the only shipper on the line), no longer requires rail service and has pulled up all its trackage. (Branchline)

09/09/1992 *Le Droit**Waltham*

## WAMO SPUR MAY BE PURCHASED BY CITY OF HULL.

The city of Hul has indicated an interest in the purchase of CP Rail's WAMO Spur. A little more than one mile in length, the trackage is all that remains of the Waltham subdivision linking Hull with Waltham, Quebec.

It is planned to use part of the WAMO Spur right-of-way as an access route to a proposed cogeneration plant and the other portion as a reserved bus lane. CP Rail is asking \$870,000 for the 1.6km strip of land.

The Waltham Subdivision was progressively abandoned during the 1980s. (Branchline).

01/12/1993 *Le Droit**Waltham*

## PORTION OF WALTHAM SUBDIVISION RIGHT-OF-WAY LOST:

Transit advocates in Hull, Quebec, are decrying a decision to sell a portion of the right-of-way of CP Rail's now-abandoned Waltham Subdivision to the local campus of the University of Quebec. The right-of-way is owned by the municipality and its disposition was part of a tri-government land swap. One councillor, who denounced the move, said "We are getting rid of all our future transportation corridors. If we do that, we'll be left with nothing. We may not need trains now, but we will in time." (Branchline)

26/08/2009 *The Equity, Shawville**Waltham*

Pontiac Museum undergoing facelift

SHAWVILLE - The Pontiac Museum housed in the former PPJ Railway station on Lake Street, is undergoing extensive renovations. About three years ago, the members of the Pontiac Historical Society discovered that the roof on the building needed to be replaced. At the same time, it was decided to rebuild two dormers as was in the time where the station master lived in the upstairs apartment.

Michael Neelin studied old photographs and drew plans for the reconstruction. After Clayton Pieschke's Construction did the roofing and framing of the dormers, it became a volunteer work in progress by many community members. Dave Lalonde recreated the pine siding and Robert Wills installed it; Tom Fischel contributed the wooden frames and Tom Murdoch donated the glass for the windows, which will soon be installed in the dormers. Bubba Popham has pressure-washed and is now painting the building, with help from other volunteers. Two new signs created and donated by Bob Crawford, added the finishing touch.

The museum is open every day during the Shawville Fair and on Saturday afternoons in the summer and for Canada Day. Fair-goers are invited to take a break from the hustle and bustle of the fair, step back in time and imagine how much work was done with simple hand tools in olden days.

Submitted by Robert Wills

There is a picture of a painter up a ladder painting the wall, and the caption reads:

"Robert Wills paints the top of the wall in the newly-created dormer of the Pontiac Museum."